

ABSTRACT

A method retains exhaust gas in the combustion chamber of an internal combustion engine and compresses the exhaust gas during a charge change. A first fuel quantity is injected into the retained exhaust gas by direct fuel injection. A second fuel quantity is subsequently fed to the combustion chamber so that a homogeneous fuel/air mixture is obtained in the combustion chamber. An auto-ignition time of the fuel/air mixture which is formed from the first and second fuel quantities is set as a function of a quantity ratio of the first fuel quantity to the second fuel quantity.